

Program A: Traffic Enforcement Program

Unless otherwise indicated, all objectives are to be accomplished during or by the end of FY 2003-2004. Objectives may be key or supporting level. The level of the objective appears after the objective number and before the objective text.

Performance indicators are made up of two parts: name and value. The indicator name describes what is being measured. The indicator value is the numeric value or level achieved within a given measurement period. For budgeting purposes, performance indicators are shown for the prior fiscal year, the current fiscal year, and alternative funding scenarios (continuation budget level and Executive Budget recommendation level) for the ensuing fiscal year of the budget document. Performance indicators may be key, supporting, or general performance information level. Key level is indicated by a "K" in the "Level" column of the standard performance indicator table. Supporting level is indicated by an "S" in the "Level" column of the standard performance indicator table. General Performance Information indicators appear in tables labeled as General Performance Information.

The continuation level performance values shown in the following standard performance tables reflect the agency's continuation budget request.

DEPARTMENT ID: Department of Public Safety and Corrections
 AGENCY ID: 08-419 Public Safety Services - Office of State Police
 PROGRAM ID: Program A: Traffic Enforcement

1. (KEY) To provide 58% coverage in each troop area, as defined in the State Police Manpower Allocation Study 2000-2001, by June 30, 2004.

Strategic Link: This operational objective relates to strategic Objective I.1: To provide 83% coverage in each troop area, as defined in the State Police Manpower Study 2000-2001, by June 30, 2006; and Strategy I.1.6: Over a 6 year period, seek legislative support and funding for required trooper strength per the State Police Manpower Allocation Model based on an annual appropriation for two, 35 cadet classes.

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: To have safe homes, schools and streets throughout the state.

Children's Budget Link: Not applicable

Other Link(s): Not applicable

Explanatory Note: The Office of State Police's manpower allocation study demonstrates the current traffic enforcement posture of the Louisiana State Police (LSP) and seeks to articulate the necessary manpower requirements for FY 2001-2006, as defined in the LSP strategic plan.

The models utilized in this study support an additional 438 traffic troopers for the state, which represents a 84% increase in the actual number of troopers authorized in FY 2000-2001. The models used in support of this study were based on a formula developed by the Northwestern Traffic Institute. According to the department, it is a scientifically proven model that is used throughout the United States in determining the manpower requirements necessary to accomplish a state's mandated traffic enforcement mission.

The increase in traffic trooper strength, would for the first time in history, give the LSP the ability to incorporate community policing, assign areas or duty posts to its personnel to ensure that the highways of this state are systemically patrolled and made safe for all residents, regardless of whether they reside here or visit our state from other areas. The level of enforcement would proportionally increase, as would the level of service, such as assisting stranded motorists or responding to calls for assistance. Given these added increases in LSP strengths, state residents can expect to see trooper pass each point on the interstate system, a minimum, of once every two hours. On U.S. and Louisiana highways, this would equate to a minimum of once every six hours or twice per shift.

LaPAS PI CODE	L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
			YEAREND PERFORMANCE STANDARD FY 2001-2002	ACTUAL YEAREND PERFORMANCE FY 2001-2002	PERFORMANCE STANDARD AS INITIALLY APPROPRIATED FY 2002-2003	EXISTING PERFORMANCE STANDARD FY 2002-2003	PERFORMANCE AT CONTINUATION BUDGET LEVEL FY 2003-2004	PERFORMANCE AT EXECUTIVE BUDGET LEVEL FY 2003-2004
13772	K	Percentage of state covered by State Police	Not Applicable ¹	58%	58%	58%	58%	58%
13773	K	Current state trooper patrol strength	Not Applicable ¹	552	553	553	530	530
13774	K	Required state trooper patrol strength per manpower study	Not Applicable ¹	960	960	960	960	960
1883	K	Miles patrolled per regular duty contact ²	Not Applicable	27	26	26	27	27
13775	S	Total number of public assists	Not Applicable ¹	92,923	96,900	96,900	96,900	96,900
10662	S	Number of fatal crashes investigated	Not Applicable ¹	514	496	496	544	544
10661	S	Total number of crashes investigated	Not Applicable ¹	35,931	34,800	34,800	35,500	35,500
10665	S	Number of crashes resulting in arrests	Not Applicable ¹	26,532	25,500	25,500	26,000	26,000

¹ The indicator does not measure geographic coverage of the state; rather, it reflects the percentage of desired implementation of the Manpower Allocation Study. The indicator did not appear under Act 12 of 2001 and has no performance standard for FY 2001-2002.

² This indicator is based on full-time equivalents at the troops not the TO. for the troops.

For additional information on the Traffic Enforcement Program, see the General Performance Information table that follows.

DEPARTMENT ID: Department of Public Safety and Corrections
 AGENCY ID: 08-419 Public Safety Services - Office of State Police
 PROGRAM ID: Program A: Traffic Enforcement

GENERAL PERFORMANCE INFORMATION: OFFICE OF STATE POLICE, TRAFFIC ENFORCEMENT PROGRAM						
LaPAS PI CODE	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES				
		PRIOR YEAR ACTUAL FY 1997-98	PRIOR YEAR ACTUAL FY 1998-99	PRIOR YEAR ACTUAL FY 1999-00	PRIOR YEAR ACTUAL FY 2000-01	PRIOR YEAR ACTUAL FY 2001-02
1885	Total number of contacts: crashes, tickets and motorist assists	414,091	450,660	464,714	430,018	392,080
1883	Miles patrolled per regular duty contact	28.3	26.0	25.0	23.0	27.0
10850	Percentage of compulsory automobile insurance	84%	85%	81%	74%	78%
10660	Number of criminal arrests	4,004	4,012	3,978	3,722	3,619
1884	Road patrol mileage	11,751,294	11,732,493	11,626,442	10,377,945	10,446,581
10661	Total number of crashes investigated	35,342	35,297	35,337	34,828	35,931
10662	Number of fatal crashes investigated	492	452	467	496	514
10663	Number of injury crashes investigated	14,306	13,774	13,916	13,076	13,567
10664	Number of property damage crashes investigated	20,544	21,071	20,954	21,256	21,850
10665	Number of crashes resulting in arrests	26,074	25,729	26,241	25,464	26,532
1891	Number of individuals killed in automobile crashes	591	542	535	569	684
1892	Number of persons injured in automobile crashes	23,712	22,791	22,465	21,191	21,962

¹ This indicator does not include accidents investigated by other law enforcement agencies.

² This indicator includes crashes with vehicle damage only, no injuries.

DEPARTMENT ID: Department of Public Safety and Corrections
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2. (KEY) Through the Motor Carrier Safety Program of the Transportation and Environmental Safety Section (TESS), to hold the number of fatal commercial-related crashes to a level no greater than 170.

Strategic Link: This objective partially accomplishes Strategic Objective III.1: Hold commercial vehicle related fatal crashes to a level no greater than 150 annually through June 30, 2006.

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: To have safe homes, schools and streets throughout the state.

Children's Budget Link: Not applicable

Other Link(s): Not applicable

Explanatory Note: The department indicates that experience, data, and a number of studies have shown that maintenance of a strong enforcement presence in the form of roadside inspections is a primary force in ensuring that commercial vehicles and drivers operate safely on the nation's highways. Inspections are important in minimizing the risks attendant to the transportation of hazardous materials, passengers, and freight. Inspections can be instrumental in identifying national problems, such as fatigued drivers or specific mechanical violations which seem to occur nationally. A strong program of commercial vehicle inspections is a tried and true pro-active function that undoubtedly saves lives and prevents crashes. Traffic enforcement activities are a tool in addressing driver behavior at the time it occurs. Statistics have shown a direct correlation between moving violations committed by drivers and crash causation. A strong traffic enforcement presence serves as a deterrent to present or continued non-compliance with the traffic laws and prevents crashes.

LaPAS PI CODE	L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
			YEAREND PERFORMANCE STANDARD FY 2001-2002	ACTUAL YEAREND PERFORMANCE FY 2001-2002	PERFORMANCE STANDARD AS INITIALLY APPROPRIATED FY 2002-2003	EXISTING PERFORMANCE STANDARD FY 2002-2003	PERFORMANCE AT CONTINUATION BUDGET LEVEL FY 2003-2004	PERFORMANCE AT EXECUTIVE BUDGET LEVEL FY 2003-2004
10758	K	Number of fatal commercial-related crashes ¹	148	95	148	148	148	166
10675	S	Number of Motor Carrier Safety inspections conducted	41,160	56,210 ²	41,160	41,160	38,600 ³	33,968
10677	K	Number of Motor Carrier Safety compliance reviews conducted	40	33 ⁴	60	60	60	53
10760	K	Number of commercial motor vehicle moving violations	11,500	14,072 ⁵	11,500	11,500	9,644 ³	8,487
10762	S	Number of Motor Carrier Safety drivers out-of-service violations	6,000	5,803	6,000	6,000	3,860 ³	3,397
13693	S	Number of Motor Carrier Safety vehicles out-of-service violations	9,000	9,078	9,000	9,000	6,176 ³	5,435

¹ The agency indicates that it has no control over the number of persons killed in commercial carrier crashes. However, the agency considers a reduction in the number of commercial carrier fatality crashes as representative of success in both enforcement and prevention efforts.

² Additional emphasis was placed on the conducting of inspections of vehicles transporting hazardous material as the FBI identified threats that involved the use of such vehicles in terrorist attacks.

³ The Federal Motor Carriers Safety Administration has implemented a policy restricting the states to a maximum of 15% of MCSAP dollars to be used for overtime, resulting in \$261,000 less overtime expenditure as compared to FY 2001-2002. As a result, the number of inspections, moving violations, drivers out of service violations and vehicle out of service violations is expected to decline in FY 2003-2004.

- ⁴ As a result of the September 11th terrorist attack, the Federal Motor Carrier Safety Administration ordered cessation of all but absolutely essential compliance reviews so that compliance review investigators could perform safety and security evaluation visits on hazardous material carriers and shippers after such carriers and shipments were identified as potential sources of weapons of mass destruction. This was a nationwide directive.
- ⁵ Additional emphasis was placed on the apprehension of violators of traffic laws utilizing task force and aircraft enforcement resulting in an increase in the number of such violators cited without an increase in the number of personnel assigned.

For additional information on the Motor Carrier Safety activity, see the General Performance Information table that follows.

DEPARTMENT ID: Department of Public Safety and Corrections
 AGENCY ID: 08-419 Public Safety Services - Office of State Police
 PROGRAM ID: Program A: Traffic Enforcement

GENERAL PERFORMANCE INFORMATION: MOTOR CARRIER SAFETY						
LaPAS PI CODE	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES				
		PRIOR YEAR ACTUAL FY 1997-98	PRIOR YEAR ACTUAL FY 1998-99	PRIOR YEAR ACTUAL FY 1999-00	PRIOR YEAR ACTUAL FY 2000-01	PRIOR YEAR ACTUAL FY 2001-02
10675	Number of Motor Carrier Safety inspections conducted	39,704	37,160	35,163	49,400	56,210
10677	Number of Motor Carrier Safety compliance reviews conducted	13	20	74	56	33
10714	Number of Motor Carrier Safety violations cited	108,899	81,492	83,990	96,843	97,733
10830	Amount of Motor Carrier Safety civil penalties collected	\$3,730,960	\$3,335,058	\$5,292,474	\$3,551,414	\$4,231,087
10762	Number of Motor Carrier Safety drivers out-of-service violations 2	Not Available ³	6,191	6,467	6,119	5,803
13693	Number of Motor Carrier Safety vehicles out-of-service violations 4	Not Available ³	9,886	8,704	9,418	9,078
10760	Number of commercial motor vehicle moving violations	Not Available ³	4,615	8,014	12,771	14,072

¹ The department indicates that the actual yearend performance number (31,992) reported for this indicator in its FY 2000-2001 Fourth Quarter Performance Progress Report is incorrect. The yearend total for FY 2000-01 is 49,400. The increase in this performance indicator is due to an influx of state and federal overtime to conduct traffic enforcement and driver inspections in an order to reduce commercial vehicle crashes. This overtime was worked by the TESS section and the troops. No explanation of the erroneous LaPAS entry was provided.

² Motor Carrier Safety drivers out-of-service violations are the number of violations that are so severe the driver must be removed from service according to standards set by the Commercial Vehicle Safety Alliance Out of Service criteria.

³ Data for this indicator were not collected prior to FY 1998-1999.

⁴ Motor Carrier Safety vehicles out-of-service violations are the number of violations that are so severe that the vehicle must be removed from service according the standards set by the Commercial Vehicle Safety Alliance Out of Service criteria.

DEPARTMENT ID: Department of Public Safety and Corrections
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3. (KEY) Through the Weights and Standards Unit of the Transportation and Environmental Safety Section, to check 13,500 commercial carriers for overweight violations.

Strategic Link: This objective partially accomplishes Strategic Objective IV.1: To increase by 5% the number of commercial vehicles carriers cited for overweight violations by June 30, 2006.

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: To have safe homes, schools and streets throughout the state.

Children's Budget Link: Not applicable

Other Link(s): Not applicable

Explanatory Note: Grossly overweight vehicles accelerate the deterioration of our state's highway infrastructure. Weakened roads and damaged road substructures are known to be contributing factors in many serious injury and fatal crashes. By reducing the number of overweight trucks, the life expectancy of the state's roads is increased, thus reducing maintenance and repair costs. In addition, roads are safer for the motoring public, thereby reducing the number of crashes directly related to poor or weakened road surfaces.

LaPAS PI CODE	L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
			YEAREND PERFORMANCE STANDARD FY 2001-2002	ACTUAL YEAREND PERFORMANCE FY 2001-2002	PERFORMANCE STANDARD AS INITIALLY APPROPRIATED FY 2002-2003	EXISTING PERFORMANCE STANDARD FY 2002-2003	PERFORMANCE AT CONTINUATION BUDGET LEVEL FY 2003-2004	PERFORMANCE AT EXECUTIVE BUDGET LEVEL FY 2003-2004
13778	K	Number of commercial carriers checked for overweight violations	Not Applicable ¹	10,980 ²	9,200	9,200 ³	13,500 ³	13,500
13779	K	Number of overweight violations cited	Not Applicable ¹	5,328 ²	2,576	2,576 ³	5,400 ³	5,400

¹ This indicator did not appear under Act 12 of 2001 and has no performance standard for FY 2001-2002.

² Due to the acquisition of weigh-in-motion equipment and an increase in the amount of special enforcement details, more vehicles are being inspected. This has resulted in the numbers exceeding the projected target.

³ The performance standards in place were based on low projections. At that time, the Weights and Standards Unit's operational plan was being extended to new enforcement initiatives that required extensive training. Therefore, a change is needed to properly reflect current statistics.

For additional information on the Weights and Standards activity, see the General Performance Information table that follows.

DEPARTMENT ID: Department of Public Safety and Corrections
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GENERAL PERFORMANCE INFORMATION: WEIGHTS AND STANDARDS						
LaPAS PI CODE	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES				
		PRIOR YEAR ACTUAL FY 1997-98	PRIOR YEAR ACTUAL FY 1998-99	PRIOR YEAR ACTUAL FY 1999-00	PRIOR YEAR ACTUAL FY 2000-01	PRIOR YEAR ACTUAL FY 2001-02
10711	Number of Weights and Standards vehicle inspections conducted	10,116	10,370	5,734	5,340	14,844
10712	Number of Weights and Standards violations cited	18,009	18,846	10,361	8,110	6,245
10801	Amounts of Weights and Standards civil penalties collected	\$1,418,852	\$2,444,556	\$1,481,167	\$1,544,766	\$1,390,070

DEPARTMENT ID: Department of Public Safety and Corrections
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4. (KEY) Through the Hazardous Material Explosives Control Section of the Transportation and Environmental Safety Section, to maintain voluntary compliance of the Explosive Control Act at no lower than 60% through magazine inspections.

Strategic Link: This objective partially accomplishes Strategic Objective VII.2: To inspect 75% of licensed facilities in accordance with the Explosive Control Act by June 30, 2006.

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: To have safe homes, schools and streets throughout the state.

Children's Budget Link: Not applicable

Other Link(s): Not applicable

LaPAS PI CODE	L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
			YEAREND PERFORMANCE STANDARD FY 2001-2002	ACTUAL YEAREND PERFORMANCE FY 2001-2002	PERFORMANCE STANDARD AS INITIALLY APPROPRIATED FY 2002-2003	EXISTING PERFORMANCE STANDARD FY 2002-2003	PERFORMANCE AT CONTINUATION BUDGET LEVEL FY 2003-2004	PERFORMANCE AT EXECUTIVE BUDGET LEVEL FY 2003-2004
13780	K	Percentage of licensed magazine facilities in compliance	60%	42.5% ¹	67%	67%	67%	67%
10725	K	Number of licensed magazine inspections conducted	347	99 ²	93	93	300	300
10726	K	Number of licensed magazine facilities for which inspections are mandated	578	416 ³	134	134	500	500

¹ Due to the events of September 11 terrorist attack, personnel normally assigned to these functions were reassigned to investigate possible terrorist complaints.

² Due to the events of September 11 terrorist attack, personnel normally assigned to these functions were reassigned to investigate possible terrorist complaints. In addition, the explosive industry has been affected economically.

³ The explosive industry has been affected economically. This external factor is beyond agency control.

DEPARTMENT ID: Department of Public Safety and Corrections
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5. (KEY) Through the Department of Public Safety Police in the Transportation and Environmental Safety Section, to implement 96% of the agency's Capitol Park security plan during FY 2003-2004.

Strategic Link: This objective partially accomplishes Strategic Objective VIII.1: To provide 80% coverage by the DPS Police for the Capitol Complex.

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: To have safe homes, schools and streets throughout the state.

Children's Budget Link: Not applicable

Other Link(s): Not applicable

LaPAS PI CODE	L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
			YEAREND PERFORMANCE STANDARD FY 2001-2002	ACTUAL YEAREND PERFORMANCE FY 2001-2002	PERFORMANCE STANDARD AS INITIALLY APPROPRIATED FY 2002-2003	EXISTING PERFORMANCE STANDARD FY 2002-2003	PERFORMANCE AT CONTINUATION BUDGET LEVEL FY 2003-2004	PERFORMANCE AT EXECUTIVE BUDGET LEVEL FY 2003-2004
10846	K	Number of vehicle miles patrolled	Not Applicable ¹	124,518	117,000	117,000 ²	170,628 ²	170,628 ²
10847	K	Number of bicycle miles patrolled	Not Applicable ¹	0	325	325 ²	2,615 ²	2,615 ²
10555	K	Number of contacts, arrests, citations, etc. ³	2,500	3,207 ⁴	3,075	3,075 ²	4,181 ²	4,181 ²
14135	K	Percentage of Capitol Park security plan implemented	Not Applicable ¹	58%	86%	86% ²	96%	96%

¹ This indicator did not appear under Act 12 of 2001 and has no performance standard for FY 2001-2002.

² These figures are based on the hiring of an additional 20 officers.

³ Contacts include investigation, arrests, citations issued, actual fire responses answered, theft and other investigations conducted, protests/demonstrations, and other. Other contacts include aid and assist, alarm response, damage to property, disturbance response, emergency response, fire alarm response, found property, suspicious persons, and unsecured doors. The result of an incident or call is the only recorded contact in order that an incident and its outcome are not counted improperly inflating the statistics.

⁴ The increase in total contacts is due to legislative mandates, which added more buildings to capitol police's responsibility. In addition, other factors which are beyond agency control have contributed to the increase.

For more information on Capitol Park security, see the General Performance Information table that follows.

DEPARTMENT ID: Department of Public Safety and Corrections
 AGENCY ID: 08-419 Public Safety Services - Office of State Police
 PROGRAM ID: Program A: Traffic Enforcement

GENERAL PERFORMANCE INFORMATION: CAPITOL SECURITY						
LaPAS PI CODE	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES				
		PRIOR YEAR ACTUAL FY 1997-98	PRIOR YEAR ACTUAL FY 1998-99	PRIOR YEAR ACTUAL FY 1999-00	PRIOR YEAR ACTUAL FY 2000-01	PRIOR YEAR ACTUAL FY 2001-02
10838	Number of DPS Officers	16	28	33	28	27
10839	Number of crash investigations conducted	11	26	31	23	27
10840	Number of arrests made	6	15	25	53	24
10841	Number of citations issued	41	128	313	723	470
10842	Number of actual fire responses answered	3	6	7	7	3
10843	Number of other investigations conducted	6	20	20	12	3
10844	Number of protests/demonstrations	29	36	53	61	48
10845	Number of theft investigations conducted	11	18	8	35	35
10846	Number of vehicle miles patrolled	42,007	70,143	115,101	100,787	124,518
10847	Number of bicycle miles patrolled	1,067	1,601	2,094	325	0

DEPARTMENT ID: Department of Public Safety and Corrections
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GENERAL PERFORMANCE INFORMATION: ADDITIONAL ACTIVITIES WITHIN THE TRAFFIC ENFORCEMENT PROGRAM, TRANSPORTATION AND ENVIRONMENTAL SAFETY SECTION					
LaPAS PI CODE	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES			
		PRIOR YEAR ACTUAL FY 1997-98	PRIOR YEAR ACTUAL FY 1998-99	PRIOR YEAR ACTUAL FY 1999-00	PRIOR YEAR ACTUAL FY 2000-01
13569	Amount of Right-to-Know filing fees collected	\$631,070	\$660,180	\$522,796	\$619,825
13570	Amount of Right-to-Know civil penalties	\$375,200	\$415,934	\$310,018	\$588,700
13571	Number of hazardous material transportation incidents	1,375	1,895	1,997	\$2,145
13572	Number of hazardous material fixed site incidents	2,938	2,666	2,810	2,019
13573	Number of hazardous material pipeline incidents	1,141	2,315	2,440	2,622